

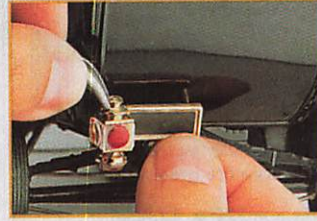
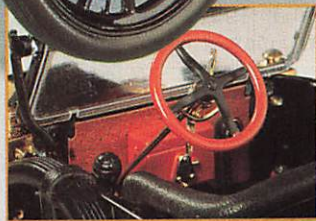
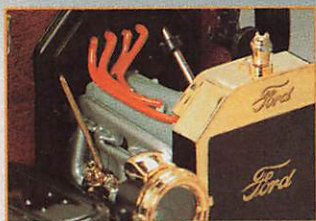
The Ultimate Replica of the Most Famous Automobile Ever

Ford

The 1913 Ford Model T



Shown smaller than actual size of 8 1/2" long. Scale 1:16.



The definitive precision-engineered 1:16 scale replica of the Fabulous Ford Model T...with actual working parts and genuine leather seats.

1913. The first production Model T rolls off the assembly line—and America would never be the same.

Now, the car that brought affordable transportation to an entire nation becomes the ultimate die-cast from Franklin Mint Precision Models.

THE 1913 FORD MODEL T. Crafted by hand from more than 100 separate parts and equipped with the full complement of operating features. The doors and hood close. The steering and road wheels actually turn.

This custom-made model comes equipped with a fabric top and soft seats upholstered in genuine leather.

And every detail is authentic, down to the actual tread pattern on the tires, the hand and foot brakes and the intricately detailed engine. The radiator frame, wheel hubs, lights and lamps are among the many features plated in brass. The vintage style dashboard and firewall are specially crafted in wood veneer.

The 1913 Model T. A bargain then. A bargain now at just \$135.

SATISFACTION GUARANTEED

If you wish to return any Franklin Mint Precision Models purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.

Franklin Mint Precision Models
Franklin Center, PA 19091-0001

Please mail by
June 30, 1993.

YES! Please enter my order for the precision-engineered 1:16 scale die-cast re-creation of The Ford Model T. My imported model will be sent to me ready for display.

I need SEND NO MONEY NOW. Prior to shipment, I will be billed for a deposit of \$27.* and, after shipment, for the balance in 4 monthly installments of \$27.* each.

*Plus my state sales tax.

SIGNATURE _____ ALL ORDERS ARE SUBJECT TO ACCEPTANCE

MR/MRS/MISS _____ PLEASE PRINT CLEARLY

ADDRESS _____ APT. # _____

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TELEPHONE # (_____) _____

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Franklin Mint Precision Models® Simply Miles Ahead.

Army's Speedy Delivery Truck



OSHKOSH, WI—Resupplying combat forces should be easier with a truck-and-trailer combo under production by Oshkosh Truck Corp.

A 10-wheel-drive 500-hp truck, derived from the 10-ton HEMTT vehicle, is the centerpiece of the new Palletized Load System, or

PLS. From within the cab, the driver will push buttons to operate the hydraulics.

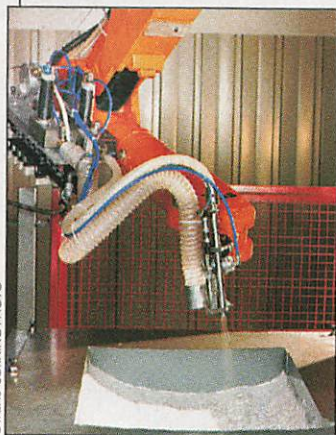
Unloading a flatrack, which can hold eight standard pallets of equipment, takes less than a minute. And because the flatrack drops down to the ground, there's no need for a forklift

or a swarm of personnel.

Although Great Britain and France already have PLS, the U.S. version offers much broader off-road capabilities. The truck itself has three steering axles and a central tire-inflation system.

The PLS initially will pro-

vide artillery-ammo resupply. Other uses under study by the Army include transporting medical shelters, ribbon bridges and command centers—even serving as a rocket-launch platform.



Robot applies glass fibers and plastic binder with consistent, craftsmanlike precision.

Facelift For Fiberglass

BATTICE, BELGIUM—Single-piece composite car bodies may one day roll off assembly lines, thanks to a new twist on fiberglass spray-forming.

Owens-Corning's European R&D wing developed the process, known as P-4.

In conventional fiberglass forming, the fibers and a plastic binder are sprayed over a mold by hand. In contrast, the P-4 process features a robotic arm that can orient the fibers to control rigidity. It can also apply more fibers to curves and edges, which require greater strength.

Navy's Thrifty Turbines

WASHINGTON, DC—By 1996, the annual fuel bill for the Navy's turbine-propelled warships could approach \$500 million. Reason enough, the Navy reckons, to have Rolls-Royce and Westinghouse develop a new engine that will consume 30% less fuel.

The WR21 will have parts plucked from various RB211-type engines, widely used on airliners. But the marine turbine incorporates two fuel-saving technologies never before applied to an aero powerplant. These will prove especially thrifty at low speeds.

First, an inter-cooler slips in between the medium-pressure and high-pressure compressors. The unit draws in water from a separate heat exchanger to cool air as it's being compressed. Because that eases the workload on the compressor, the engine can crank out more power.

Second, an exhaust-heat recuperator boosts the air's temperature before it enters the engine's combustor. The technique cuts the amount of fuel the engine must con-

sume in raising the air temperature to run the turbine most efficiently. The recuperator also cools off the turbine exhaust, which then offers a less inviting target to heat-seeking missiles.

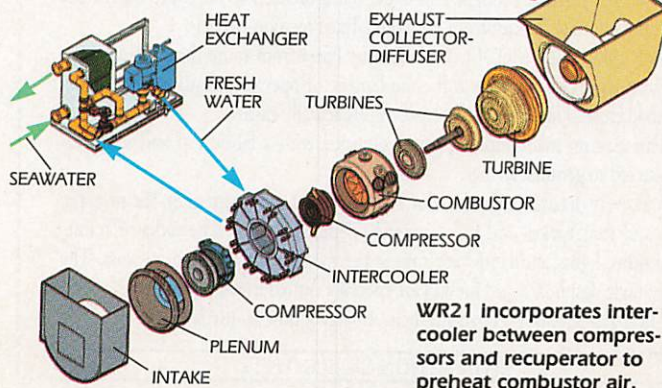
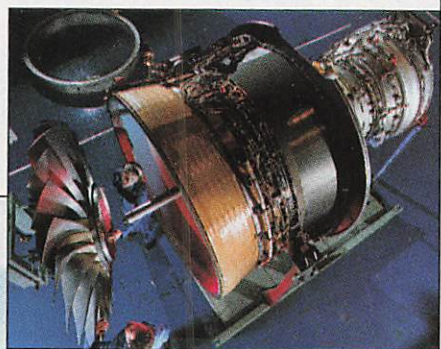
Although the first engines are due in 1999, the Navy may acceler-

ate development for some earlier at-sea trials.

The WR21 may also herald integrated power systems, by which turbines generate both electricity and propulsion for a ship.



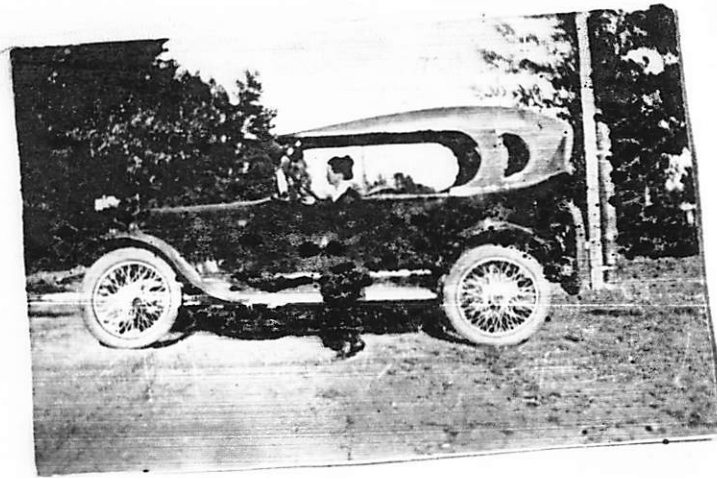
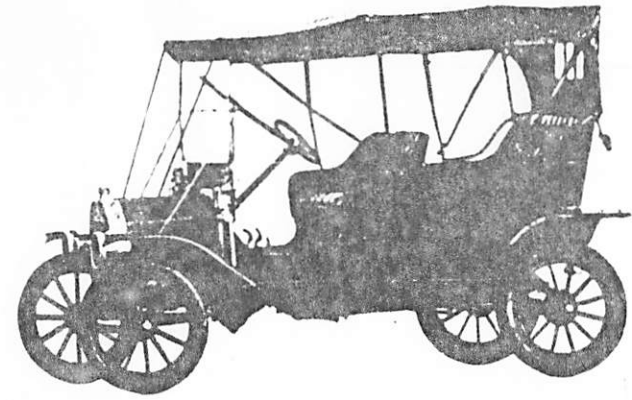
Future Arleigh Burke-class destroyers may be first vessels to feature the WR21, based on RB211 (above right).



WR21 incorporates inter-cooler between compressors and recuperator to preheat combustor air.

By Jitney

1908-1915 - The old Ford was a common means of travel in Utah during those hectic years. The touring car indicated progress between the ox team and the limousine of 1929.

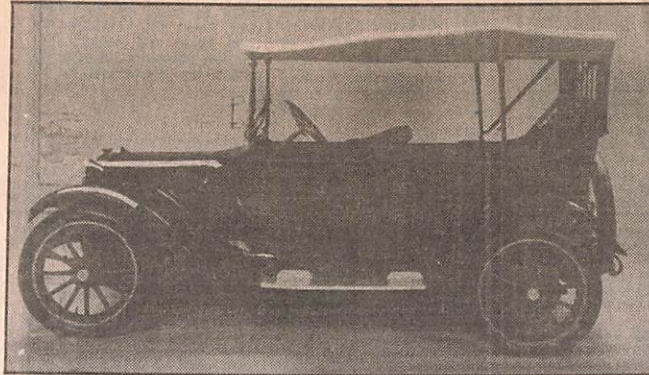


Portland Cement Assoc.

Rural Roads in the Early 1900's were often bumpy and muddy. Today, many rural roads have hard surfaces.



Autos



Restored 1915 Dodge Brothers motorcar is on display at the dealership, which is the oldest Dodge outlet in the nation. Teaching people to drive the newfangled contraption was the biggest challenge.

72nd anniversary is a festive time for Hinckley Dodge

2-27-87

Hinckley Dodge, the oldest Dodge dealership in the nation, is celebrating its 72nd year of business with an open house at its Salt Lake dealership, 2309 S. State State.

On display is a restored 1915 Dodge Brothers motorcar.

That same year, 1915, Utahn Robert Hinckley was thinking about attending law school. His father-in-law, John Seeley, had loaned him \$500 for that purpose.

But young Hinckley was intrigued with

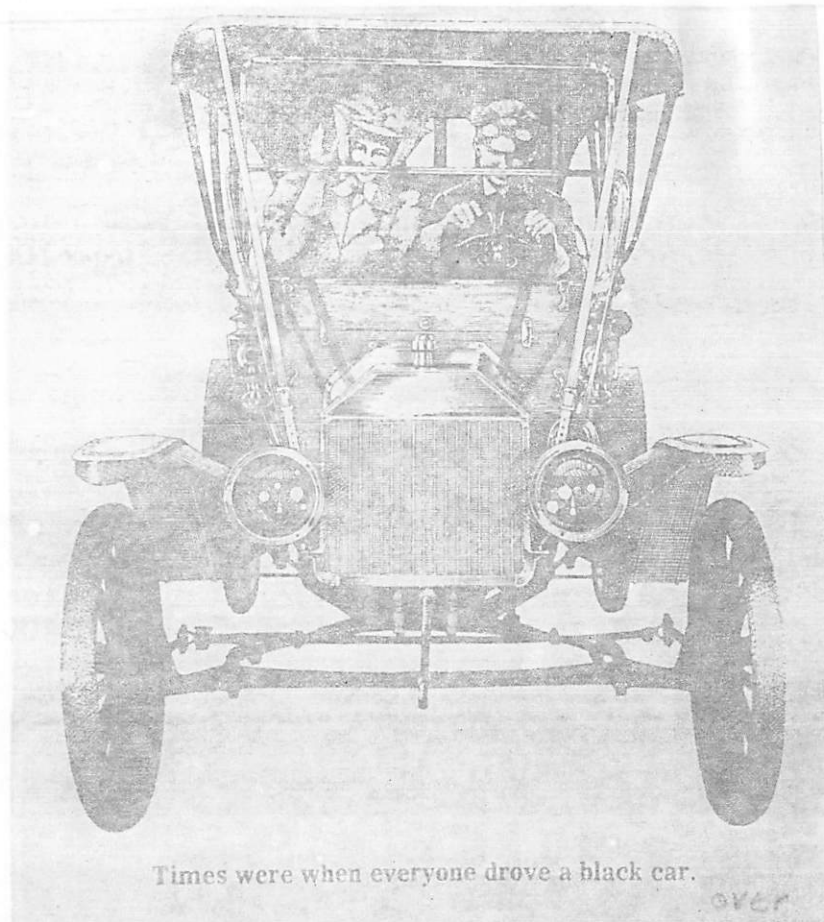
this newfangled contraption called an automobile — still considered more an amusement device than serious transporation.

No one knows how Hinckley convinced Seeley that his \$500 would be better invested in a Dodge Brothers dealership than a law degree, but he did, and Seely-Hinckley Dodge was opened that same year in Mt. Pleasant, Sanpete County.

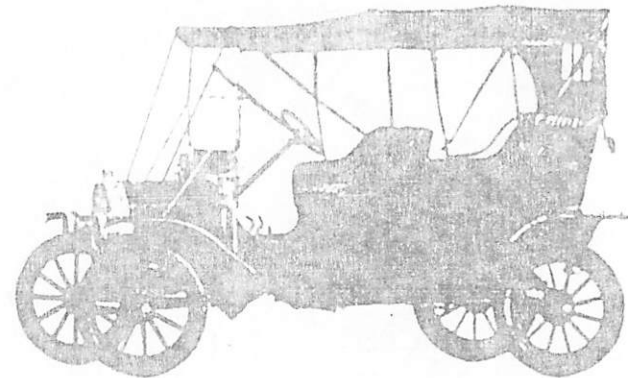
Their biggest challenge, goes the story, was not selling Dodges but teaching people how to drive them. Back then, driving lessons came first and sales pitches second.

In 1927, Hinckley moved the dealership to Ogden and, in 1955, he opened a second dealership in Salt Lake City. Both are still in operation.

And today's Hinckley Dodge customers know how to drive.



1908-1918 The old Ford was a common means of travel to Elkh during those
 forty years. The touring car indicated progress between the ox team and
 the limousine of 1939.



First automobile rolled into public view a century ago

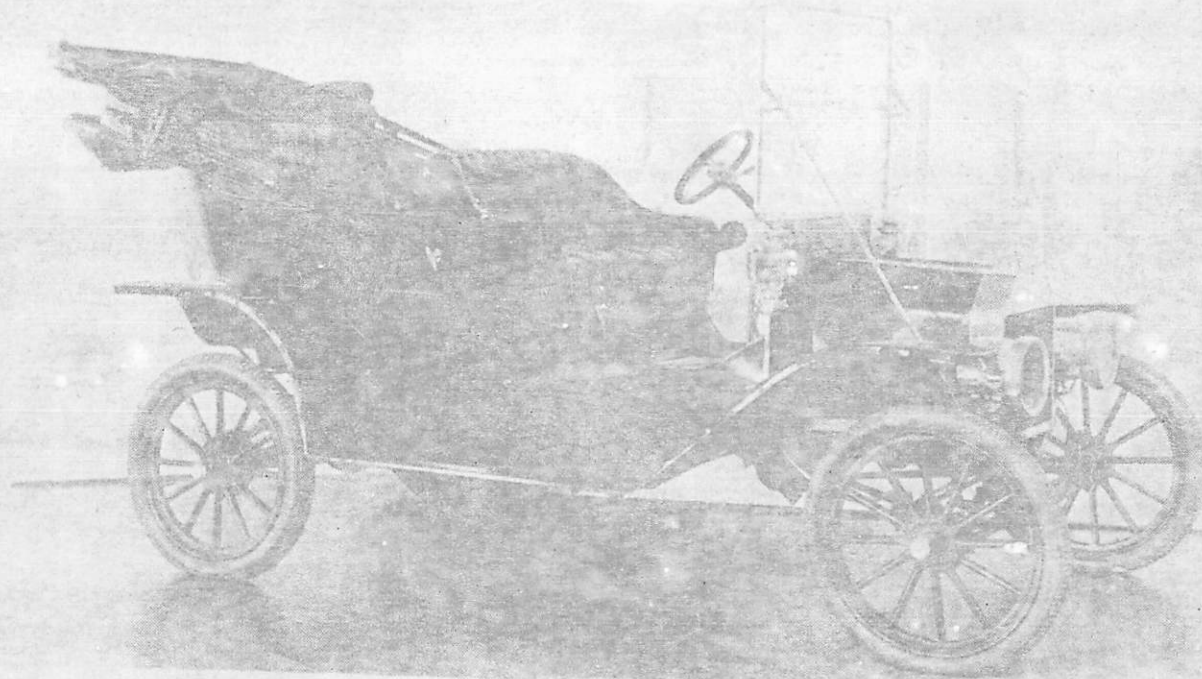
To the residents of Mannheim, Germany, there was nothing special going on at the home of Carl Benz back in 1885. Nothing out of the ordinary seemed to be going on.

Suddenly the garage doors opened, there was a loud explosion and came Benz in a strange looking, three-wheeled contraption that resembled a carriage, but had no horse. He only made a few turns in the "horseless carriage" before an ignition wire broke. It was, however, what many believe was the birth of the automobile.

That's why, all around the world, people are celebrating the 100th birthday of the automobile... the Centennial Celebration.

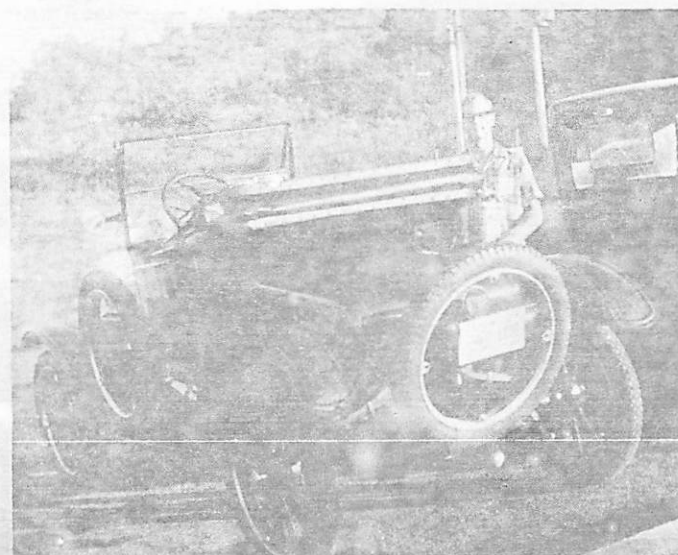
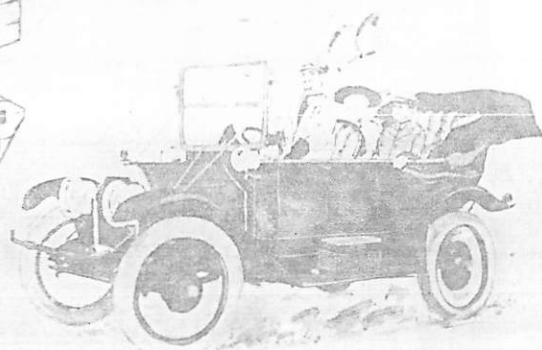
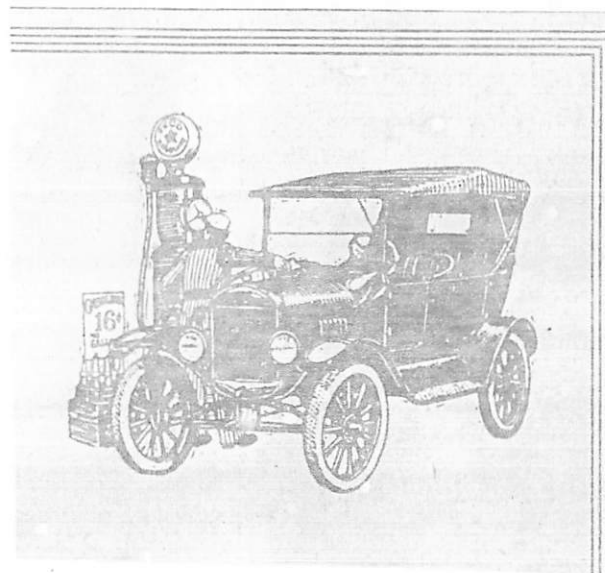
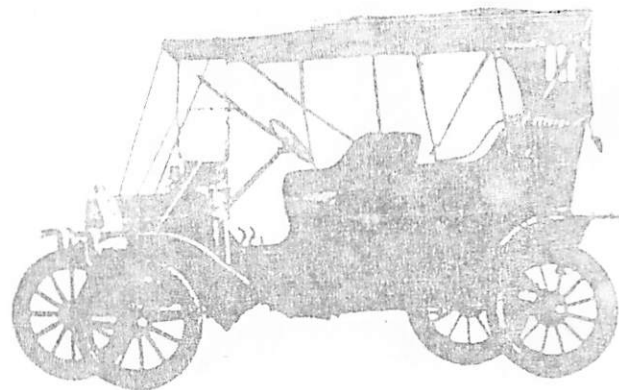
The history of "horseless carriages" does, in fact, go much further back than 100 years. Men were riding around in steam powered machines way back in the 1700s.

Stationary steam engines were fairly commonly used for winches and



Henry Ford wanted to build a car that would fit the needs of everyone, so he introduced the Model T, left, in 1908. 15 million of the cars were sold. That was a record that stood until 1972. The 1903 Packard Touring car, lower left, was a very popular automobile in its day. Steam cars, like the 1902 Capitol/Steam Chariot, below, were prototypes for the automobile.

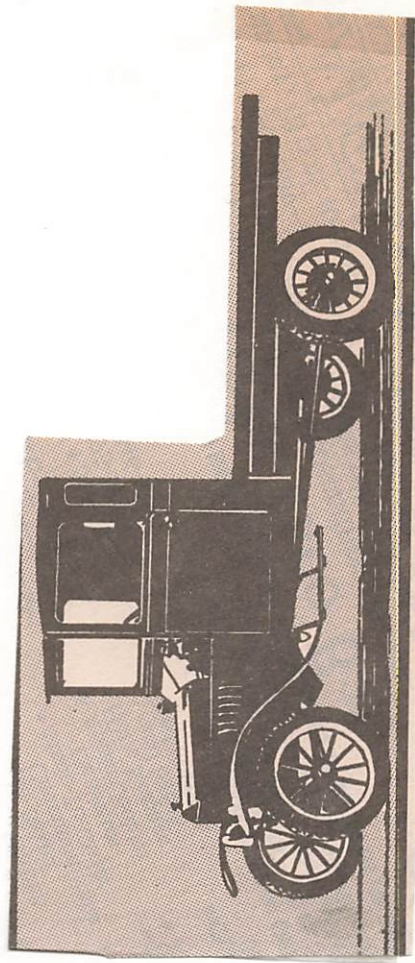
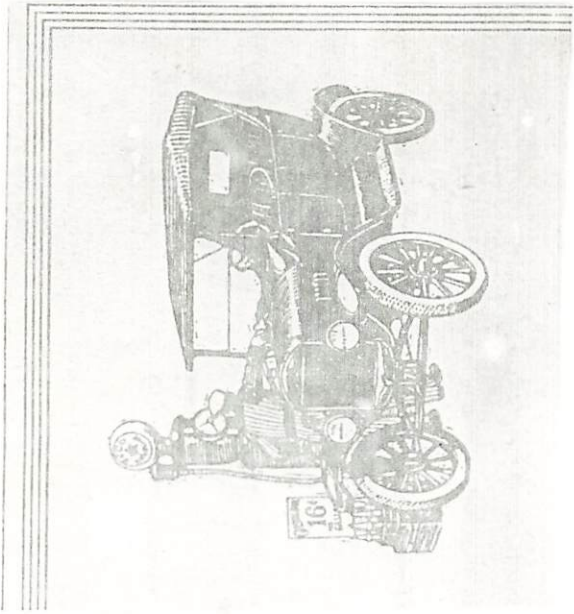
—100 Years—

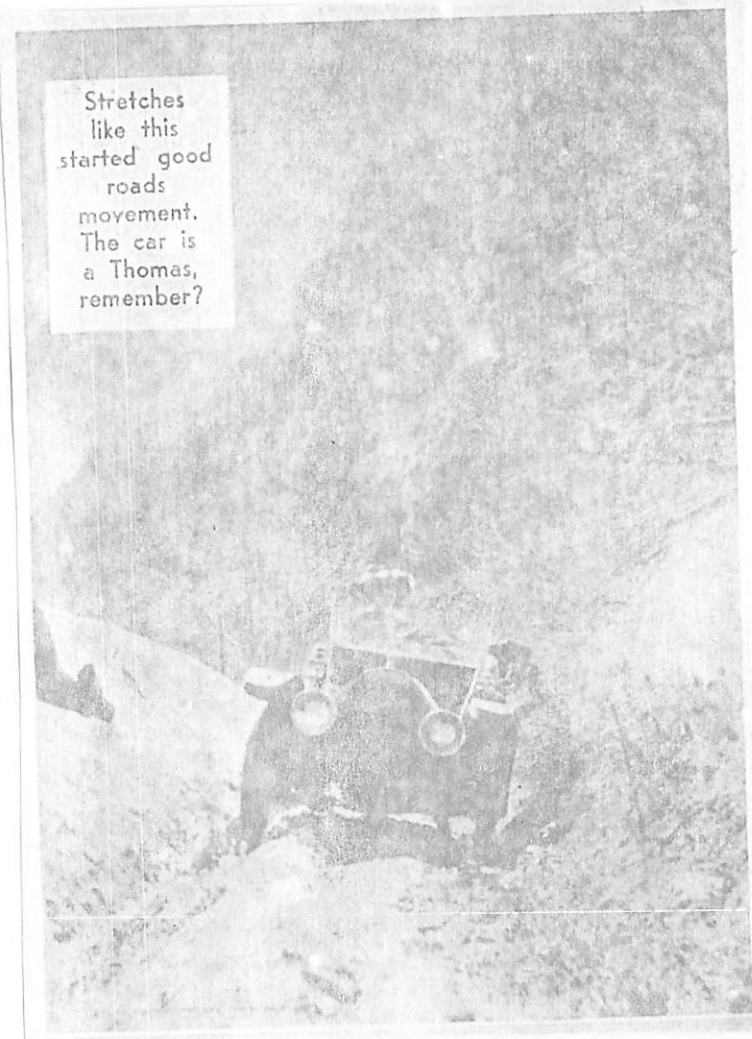


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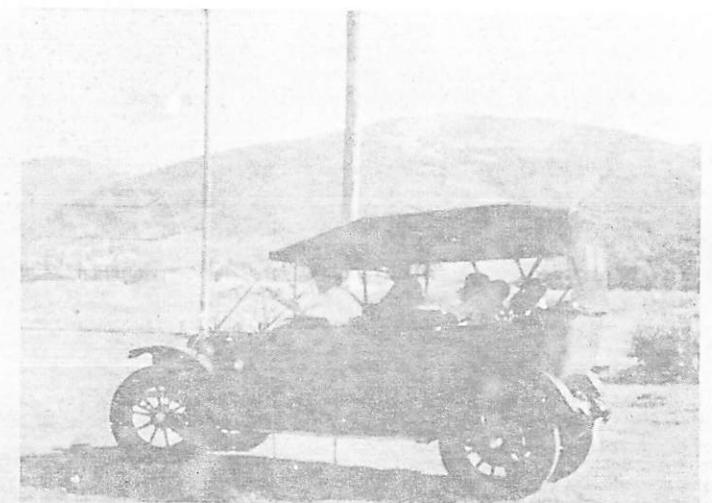
A 1925 Model "T" Ford owned by Bruce Boggess of Murray won the first place trophy in the Model "T" Ford from 1916 competition. The judging was

done by "experts" in restoration of automobiles, which includes the motor as well as the body of the car, had to comply with VMCCA regulations.





Stretches
like this
started good
roads
movement.
The car is
a Thomas,
remember?

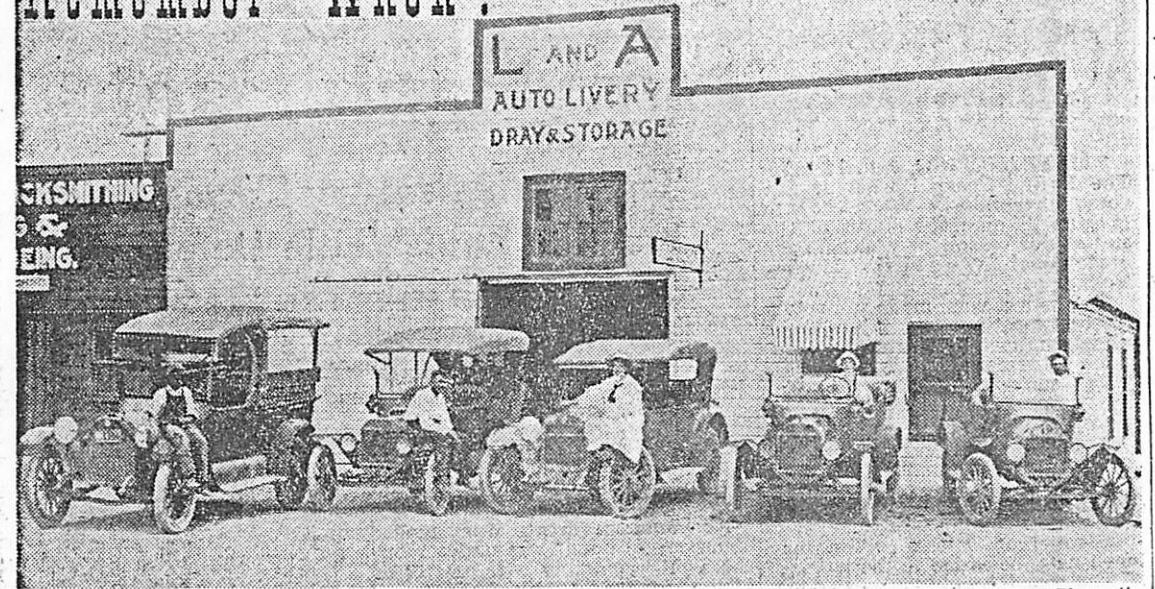


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In the brass and antique to 1915 Merrill Maxfield's 1913 Hudson touring car won the first place trophy. This was the oldest auto in the contest and the car participated in the 1968 transcontinental road race from New York to San Francisco

and averaged more than 40 miles an hour in the tour. The Maxwell family won the first place award for the "Best Dressed Family" which required the members to wear 1913 clothing to match the vintage of their car.

Remember When?



Oldtime photo owned by Mrs. Elsie Ballard Blanscett.

This was progress—then. Remember those “in between” years when the horse was going out and the automobile was gaining favor? Consequently, the old horse livery disappeared, too. Next door to this new business was an old one, a

blacksmith shop specializing in horseshoeing. No one seemed to know just what a garage should look like, so for the next decade or two they nearly all resembled the old livery stable. Since then the automotive industry has seen great progress.